(ii) Airlines operating with aircraft with take off mass not exceeding 40, 000kg.

(1) upto 3 aircraft—Rs 12 crores

(2) for each additional aircraft, paid up capital of Rs. 4 crores will be required, subject to a miximum of Rs. 20 crores after which no further equity enhancement is required. There may be no need for further enhancement of equity if the paid up equity/reserves of Rs. 50. crores is available with the airline.

It is however up to the airlines to provide air services to specific places depending upto the traffic demand and commercial viability.

(e) Operationalization of regional airlines will depend upon the applicants fulfilling the laid down requirements and their operational preparedness and commercial planning.

Operation times given to private airlines

1500. DR. K. MALAISAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that private airlines are obliged and favoured to give the best timing and peak hours operation to private operators in preference to Indian;

(b) if not, why best timings have not been given to Government undertaking flights; and

(c) whether it is also a fact that to oblige certain pilots, duty allocation has been given indiscriminately and impractically leading to cancellation of flights?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) No, Sir. The schedules are decided by the airlines themsleves on the basis of commercial inputs and operational feasibility, in consultation with airport operator. These schedules are coordinated at the national level by a committee consisting of respesentatives of Airports Authority of India, Directorate General of Civil Aviation, Bureau of Civil Aviation Security, Airport Operators and the airlines. The slots are allocated in terms of historicity and in line with other such internationally accepted practices.

(c) No such information has been brought to the notice of the Government.

Permission to private airlines to fly abroad

1501. SHRI GIREESH KUMAR SANGHI:
SHRI DHARAM PAL SABHARWAL:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has given permission to a particular private airlines to fly abroad;

(b) if so, the details of permission granted to private airlines, route-wise and date of granting permission;

(c) whether according to Route Disbursal guidelines, only Indian and Air India are permitted to fly on Gulf routes; and

(d) if so, the reasons for granting private airlines on Gulf routes, when the issue is before the Group Ministers (GoMs)?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) As per the Cabinet dicision of 29th December, 2004, the private scheduled carriers having a fleet of 20 aircraft and experience of 5 years continuous operations in